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AVIATION

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1983 SCAAA officers elected

Officers elected at the annual meeting of the S.C. Agricultural Aviation Association (SCAAA) are: standing, from left, Sherman Hanke, director; Jack Ross, ex-officio; Jack Barry, executive secretary; Bob Merck, president; Marion Stukes, treasurer; John Roberts, director and Don Steed, first vice president. Front row, kneeling, from left, Bill Harper, director; Bill Dault, pilot director; and Jack Woodward, second vice president. Not shown are Alan Alexander, director, SCAC and Jerry Adams, industry representative.

Ag spray clinic set May 2, 3 in Bishopville

The annual fly-in spray clinic held by the South Carolina Agricultural Aviation Association (SCAAA) will be May 2 and 3 at Merck's Strip in Bishopville.

Called Operation SAFE (for Self-regulating Application and Flight Efficiency), the clinic is designed to show pilots how to put more spray on the crops and less in the surrounding area.

This year, according to SCAAA executive Secretary Jack Barry, ICI Americas Inc. (a pesticide manufacturing company) is furnishing computer equipment and programs to measure the spray patterns.

"This is a step above what we've been doing in the past," Barry said.

During the clinics, airplanes will be loaded with red dye and flown over

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Columbia FAA to stop written testing

The FAA Flight Standards District Office (FSDO) in Columbia has announced that it will stop giving most written tests in June.

"Tentative plans call for us to stop giving written tests by the end of June," FSDO manager John Cureton said.

To fill the void, FAA designated examiners will be giving the tests at several locations throughout the state.

In Columbia, Frances Miller and Sylvia Roth will be giving the exams at Midlands Aviation, Owens Field. Call 771-7915 to make an appointment.

Written tests are also given at Eagle Aviation (Columbia Metro Airport) during the day and by appointment during the weekend. Call 794-8555 and ask for Larry Yon, Loretta Chambers or Ed Cardwell.

Persons wishing to take an exam in Charleston should call Margaret Giddens at 747-0856 or Dave Guerin at 871-6786 after 5:30 p.m. Tests will be given the second and fourth Saturdays of each month beginning at 9 a.m., at Charleston AFB, bldg. 503, rm. 213.

In Saluda, prospective pilots can take the written exams at S.C.

Helicopters, Inc. Les Hemble said tests will be given Monday through Friday from 9 a.m. through 4.45 p.m. and at other times by special appointment.

Cureton said that each center may not have all the tests available and recommends: **PRIOR TO TAKING A WRITTEN TEST CALL THE TEST CENTER TO MAKE SURE THE TEST YOU WANT TO TAKE IS AVAILABLE AT THAT CENTER.**

Cureton said the examiners are authorized to charge \$15 to \$20 per person for each exam. ➔



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Engineers visit

A group of Swedish electrotechnical engineers tour the Columbia Metropolitan Airport March 16 with airport Director Bob Waddle. The engineers visited three U.S. Airports which had recently done CAT II improvements to familiarize themselves with the techniques used here. They were particularly interested in the method used to install in-pavement runway lighting below while simultaneously keeping the airfield open. Other airports visited were Rochester, N.Y. and Miami, Fla. (Aeronautics Commission Photo).



FAA forecasts aviation growth

With the return of the air traffic control system to full capacity and the continued upturn in the economy, the Federal Aviation Administration sees better times ahead for the nation's aviation industry.

FAA's "Aviation Forecasts for Fiscal Years 1983-1994" predicts the industry will rebound from three straight years of losses during the current fiscal year.

For example, the report says airline revenue passenger boardings will increase by more than 70 percent over the 12-year period. They will pass the 500 million mark in FY 1994.

Commuter airlines, meanwhile, will grow at an even faster rate as they continue to expand their route structures. According to the report, the commuter share of the market will increase from 5.8 percent to 8.1 percent in the FY 1983-1994 time frame.

Another significant trend noted in the FAA report is the increased use of general aviation (non-airline) aircraft for business purposes.

These growth curves will be reflected at FAA air traffic control facilities, which are expected to regain pre-1981 controller strike operational capabilities by the end

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Breakfast Club



- April 10** Greenwood County Airport, Greenwood
- April 24** Marlboro County Airport, Bennettsville
- May 8** Sumter Municipal Airport, Sumter
(Mother's Day)
- May 22** Berkeley County Airport, Moncks Corner
- June 5** Huggins Airport, Timmonsville

AG spray clinic

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paper strips laid out on the ground. Clemson University professors Dr. Mac Horton and Dr. Von McCaskill will analyze the samples and suggest changes in the spray equipment if necessary.

Not only does precise spray control put more spray in the swath pattern, Barry said. It enables the operators to do a better job for less money.

It also counters growing public concern over possible adverse effects of spray drift.

As one Department of Agriculture Scientist put it, "Drift control is the key to survival of aerial application in agriculture." ➔

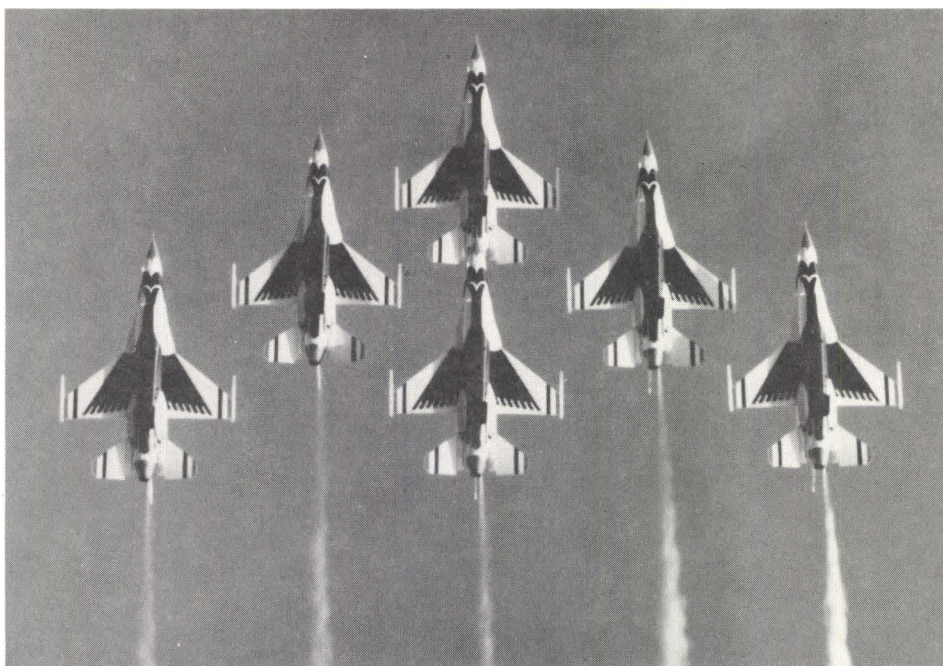
Growth forecast

(continued from pg. 2)

of the current fiscal year. During the FY 1983-1994 forecast period, for example, operations (take offs and landings) at airports with control towers will jump from 56.4 million to 99.7 million.

"In summary," the report concludes, "aviation activity will reverse the decline of the last three years and is expected to grow faster than the general economy."

Copies of the report (Stock No. 050-007-00692-2) are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price is \$5.00. ➔



Thunderbirds to perform

The U.S. Air Force Thunderbirds will be the featured performers at the 16th annual Boys Home of the South Air Show June 25 and 26 at Donaldson Center in Greenville. Shown here in precise formation, the reorganized aerial aerobatic team will be flying state-of-the-art F-16's decorated with the distinctive Thunderbird logo, a design first discovered in Indian caves hundreds of years ago.



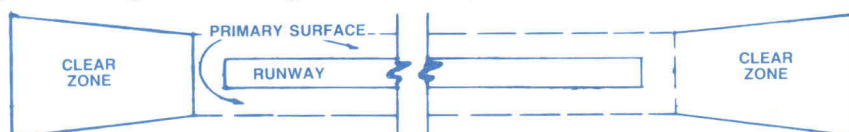
Crews to cut airports

South Carolina Aeronautics Commission Field Crews will soon begin cutting grass at airports around the state using new three-bladed hydraulically driven mowers.

Each year, during the summer, the Commission cuts grass at more than 40 airports. The grass cutting is considered a primary safety item since it helps discourage bird nesting near the

runway.

This year, the Commission will cut the "primary surface" area on each side of the runway to the clear zones. (see drawing). The primary surface varies depending on the type of airport and its approach but generally will be a strip along the edge of the runway from 100 to 425 feet wide. ➔





**SOUTH CAROLINA
AERONAUTICS COMMISSION**
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Ultralight competency, registration programs granted interim FAA approval

The Federal Aviation Administration has granted interim approval of the ultralight pilot competency and vehicle registration programs developed by the AOPA Air Safety Foundation.

This is the first officially recognized program in the self-regulation of ultralight flying as directed in the preamble of Part 103 of the Federal Aviation Regulations.

Archie Trammell, executive vice president of the AOPA Air Safety Foundation, says the organization has more than 30 ultralight pilot examiner seminars scheduled and will have more than 400 examiners prepared to register pilots and owners of the vehicles.

Detailed plans of the safety reistration programs were submitted to the FAA March 8. The interim letter of approval was granted two days later approving immediate implementation.

Although the FAA has not officially established guidelines for ultralight pilot competency, the programs being conducted by the AOPA ASF meet

the ones presently proposed.

There are three areas of self-regulation addressed in the Federal Aviation Regulations: pilot competency, vehicle registration and vehicle airworthiness. The AOPA ASF current programs deal with only the first two.

FAA's approval on these two says:

"Pilot Competency. The FAA will recognize, as proof of achievement of a national standard of competency, documents issued under the ASF's ultralight pilot competency program."

"Vehicle Registration. The FAA will recognize, on a national basis, registration numbers and vehicle marking requirements issued under the ASF's ultralight vehicle registration program."

John L. Baker, president of AOPA and the Foundation, said the FAA approval is "a major development in achieving a level of safety through self-regulation of the sport."

The registration programs, in brief, call for ultralight examiners to administer oral and written quizzes about

aviation regulations and flight operations, and to observe pilot applicants safely operating the vehicles.

"With this program" Baker says, "there now will be standardization in ultralight activities which will ease pressures on state aeronautics divisions and which will give a basis for insurance companies to cover the sport's activities."

The pilot registration will be valid for two years and costs \$5 in addition to whatever fee the examiner may charge. The vehicle registration fee is \$15.

Trammell says a special safety journal will be edited for registered ultralight pilots and vehicle owners. "Through this we will be able to provide significant safety information to the ultralight community which is not available in any other way."

Registration programs of the AOPA ASF are under the direction of John Ballantyne. He says there are now five ultralight experts scheduling and conducting the examiner seminars. ➔

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.